National Transportation Safety Board

PRELIMINARY REPORT AVIATION

	NTSB ID: ERA12FA265	Most Critical Injury: Serious
	Occurrence Date: 04/02/2012	Investigated By: NTSB
	Occurrence Type: Accident	

Location/Time

Nearest City/Place	State	Zip Code	Local Time	Time Zone	
Deland	FL	32724	1920	EDT	

Aircraft Information

Registration Number	Aircraft Manufacturer	Model/Series Number
N514KT	SAPP LARRY E	SEAWIND 3000

Type of Aircraft: Airplane | Amateur Built Aircraft? Yes

Injury Summary:	Fatal	Serious	Minor	None
		3	2	

Revenue Sightseeing Flight: No | Air Medical Transport Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

On April 2, 2012, about 1920 eastern daylight time, an experimental amateur-built Seawind 3000, N514KT, owned and operated by a private individual, was substantially damaged when it impacted a building shortly after takeoff from the Deland Municipal Airport (DED), Deland, Florida. The certificated private pilot owner and a commercial pilot in the airplane were seriously injured. One person inside the building was seriously injured, and two other individuals inside the building sustained minor injuries. Visual meteorological conditions prevailed and no flight plan had been filed for the flight that was destined for the Daytona Beach International Airport (DAB), Daytona Beach, Florida. The personal flight was conducted under the provisions of Title 14 Code of Federal Regulations Part 91.

According to records obtained from the Federal Aviation Administration (FAA), the amphibious airplane was issued an experimental airworthiness certificate in July 2002, and was purchased by the private pilot during January 2012.

According to witnesses and information obtained from the FAA, the pilot/owner and pilot-rated passenger flew from Aurora, Illinois, to DED on April 1, 2012, with a refueling stop in Tennessee, to begin training for a seaplane rating in Altamonte Springs, Florida, on the morning of the accident. The owner originally intended to land in Sanford, Florida; however, he elected to land at DED after the airplane's transponder malfunctioned while en route. The purpose of the accident flight was to fly to DAB to have the transponder replaced at a maintenance facility.

During a telephone conversation with an employee at the maintenance facility, the pilot/owner reported that he was new to the airplane, which he had purchased about 6 weeks earlier, after it had not been flown for about 3 years.

The airplane departed from runway 23, a 4,301-foot-long, asphalt runway.

A pilot at DED reported that he landed on runway 23, and while taxiing, observed the accident airplane depart. The airplane rotated about 500 feet prior to the end of the runway, and began a shallow climb, while mostly maintaining a high pitch angle. Shortly thereafter, he observed the airplane "stall" and enter a descending left spin, before it disappeared behind a tree line. He did not hear any communications from the accident airplane over the airport common traffic advisory frequency after the takeoff.

A witness, who was in a car that was parked outside the front entrance of a supermarket, reported that she heard two "sputtering" engine sounds. She then looked up and observed the airplane in a climb attitude, very low in the sky. The airplane turned left and immediately descended straight down, nose first.

The airplane descended into the roof of a supermarket, located about 1 mile from the departure end

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Narrative (Continued)

of the runway. The airplane penetrated the roof, and impacted shelving before coming to rest upright, on a heading of about 260 degrees.

A postcrash fire destroyed the cockpit and consumed a majority of the airframe, which was constructed of composite materials. The airplane was equipped with a tail-mounted Lycoming IO-540 series, 300-horsepower engine, with a three-bladed Hartzell constant-speed propeller assembly. One propeller blade was melted about 24-inches from the hub. A second blade was fractured about 17-inches from the hub, with its outboard section located in the debris. A third blade was intact. Two of the propeller blades had curled tips; however, all of the propeller blades were relatively straight, with no twisting damage. The engine, including all accessories sustained fire damage. Initial external examination of the engine did not reveal any catastrophic failures; however, the engine was retained for further examination.
Updated on Apr 8 2012 4:47PM

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Other Aircraft Involved

Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information

Aircraft Damage: Substantial

Accident Occurred During:

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Serious
2	On File	On File	Serious
3			
4			
5			
6			

Operator Information

Name	Operator Designator Code	Doing Business As
Kim E. Presbrey		

Street Address	City	State	Zip Code
	Aurora	IL	60506

-Type of Certificate(s) Held: None

Air Carrier Operating Certificate(s):

Operating Certificate:

Operator Certificate:

Regulation Flight Conducted Under: Part 91: General Aviation

Type of Flight Operations Conducted: Personal

Flight Plan/Itinerary

Type of Flight Plan Filed: None

		State	Airport Identifier
Last Departure Point	Same as Accident/Incident Location		DED
Destination	Daytona Beach	FL	DAB

Weather Information

Investigator's Source: Unknown

Facility ID: DED

Observation Time (Local): 1935

Sky/Lowest Cloud Condition: Clear Ft. AGL

Lowest Ceiling: None Ft. AGL

Visibility: 7 SM

Altimeter: 29.87 "Hg

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Weather Information

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Temperature: 29 °C	Dew Point: 15 °C	Wind Direction: 240	
Wind Speed: 7 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From FAA Southern ROC	Date
FAA District Office/Coordinator FAA/FSDO Joseph W. Gramzinski	Investigator-In-Charge (IIC) Luke Schiada